

VII. US CIVIL AIRMEN

Statistics pertaining to airmen, both pilots and nonpilots, were obtained from the official certification records maintained by the Airmen Certification and Medical Certification Branches of the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma.

Active pilots are those pilots who hold a pilot certificate and a valid medical certificate--one that was issued within the last 25 months. Glider pilots may have, but are not required to have, a medical examination. The inventory data for this category includes only those with a valid medical certificate.

For those nonpilot certificates for which a medical certificate is not required (mechanics, parachute riggers, ground instructors, and dispatchers), the numbers shown include all who have been issued that airmen certificate. Beginning in 1996, only those under 70 years of age are shown.

More detailed information may be found in *U S Civil Airmen Statistics*

DEFINITIONS

Active Pilot-- A pilot who holds a pilot certificate and a valid medical certificate--one that was issued within the last 25 months.

Air Carrier-- An aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation.

Airman-- A pilot, mechanic, or other licensed aviation technician. The term refers to men and women.

Airman Certificate -- A document issued by the Administrator of the Federal Aviation Administration certifying that the holder complies with the regulations governing the capacity in which the certificate authorizes the holder to act as an airman in connection with aircraft.

Pilot Categories--

Student Pilot -- A student pilot must be 16 years old, medically certificated by an FAA medical examiner and may only fly solo or with an instructor. Each solo flight must be approved as to destination and duration. A student pilot may not operate an aircraft that is carrying passengers or that is carrying property for compensation or hire.

Recreational Pilot -- A recreational pilot may fly no more than one passenger in a light, single engine aircraft with no more than four seats, during good weather and daylight hours, and unless otherwise authorized, no more than 50 miles from the home airport. A recreational pilot may not operate an aircraft that is carrying passengers or that is carrying property for compensation or hire.

Private Pilot -- A private pilot may, with appropriate training, ratings and endorsements, carry passengers in any aircraft, day or night, good weather or bad. The private pilot may not act as pilot-in-command of an aircraft that is carrying passengers for compensation or hire nor act as pilot-in-command of an aircraft that is being operated for compensation or hire (e.g.: one that has been hired to do pipeline patrol but carries no passengers).

Commercial Pilot -- A commercial pilot may act as pilot-in-command of an aircraft that is carrying passengers for compensation or hire, but not an aircraft in air carrier service, or act as pilot-in-command of an aircraft that is being operated for compensation or hire (e.g.: one that has been hired to do pipeline patrol but carries no passengers).

Airline Transport Pilot -- An airline transport pilot may act as pilot-in-command of an aircraft in air carrier service

These definitions only apply to this chapter.